

# BookletChart™

## Shuyak Strait and Bluefox Bay

NOAA Chart 16605

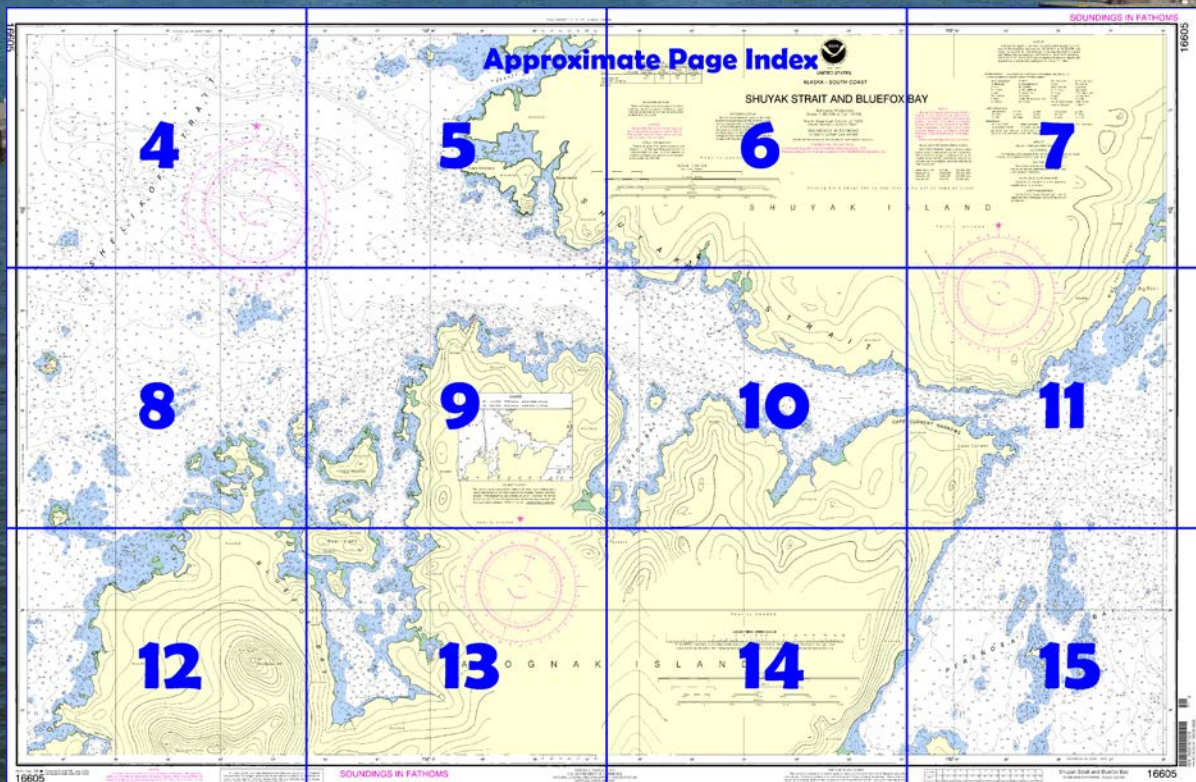


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
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### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

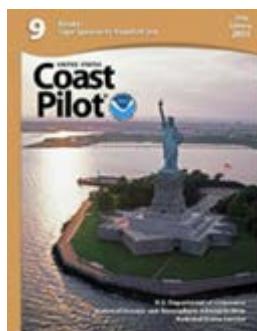
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16605>.



#### (Selected Excerpts from Coast Pilot)

**Shuyak Strait**, between Shuyak and Afognak Islands, is not recommended as a through passage for ships. Entering Shuyak Strait from Shelikof Strait, vessels pass about 1 or 1.5 miles N of Rocky Island and head for the middle of the strait on a course of about **113°**.

**Rocky Island**, 4 miles W from Lighthouse Point, is on the S side of the W approach to Shuyak Strait. Midway between Rocky Island and Lighthouse Point, but S of a line

between them, is a reef bare at half tide. The reef is marked by kelp and surrounded by shoal water.

The outermost danger on the N side of the W approach to Shuyak Strait is a group of submerged rocks with a least depth of 2¼ fathoms about 3 miles **052°** from Rocky Island. A rock baring at minus tide is 400 yards NE of the rocky shoal, and the area inside of them to **Green Island** and thence to the shore at Neketa Bay is foul.

**Alligator Island**, so called from the resemblance from certain directions, is grass covered, 0.3 mile in diameter, and 64 feet high; the island is 1.3 miles S from Rocky Island. **Alligator Island Light** (58°28'28"N., 152°47'17"W.) is shown from a skeleton tower with a red and white diamond-shaped daymark on the NW side of the island.

**Cape Newland**, the SW extremity of Shuyak Island, is 75 feet high and grass covered to the tree line. Rocks awash at various stages of the tide, are detached 500 yards W and about 600 yards S from the cape. Broken bottom extends into the entrance to Shuyak Strait about one-third the way from the cape to Lighthouse Point.

**Lighthouse Point**, 4.2 miles E of Alligator Island and grass covered to the tree line, is on the S side of the W entrance to Shuyak Strait. The light just E of the point is foul. **Lighthouse Point Light** (58°28'57"N., 152°39'09"W.), 60 feet (18.3 m) above the water, is shown from a small house with a red and white diamond-shaped daymark on the point.

**Shuyak Harbor** is about 1.3 miles N of Lighthouse Point and SE of Cape Newland. Two bare rocks, 12 and 5 feet high and 100 yards apart, are in midentrance to the harbor; they are surrounded by rocks awash and are nearly connected at low water. A pinnacle rock, covered 1¼ fathoms, is E of the midentrance rocks, leaving a narrow channel between it and the E entrance point. The better channel into Shuyak Harbor is W of the midentrance rocks. The harbor has about 200 yards of swinging room. The salteries in this harbor have been abandoned and the wharves are no longer maintained.

**Port Lawrence** is a light on the N shore of Shuyak Strait, 1.5 miles from the W entrance.

Rocks awash are about 250 yards offshore between Port Lawrence and Port William. Nearby and closer inshore is a rock about 10 feet high.

**Redfox Bay**, the largest indentation on the S side of Shuyak Strait, has general depths of less than 20 fathoms, mud bottom.

An islet, 158 feet high, and wooded on its S half, is in the middle of the entrance. W of the islet, about 100 yards off the W shore of the bay, is a rock awash. Freight steamers use the channel between these rocks and the islet, which is about 200 yards wide and clear, and anchor just S of the islet to discharge cargo to boats and barges; swinging room of about 700 yards is available here.

A rock awash, unmarked by kelp, is off the entrance to a small cove on the E shore of the bay 0.8 mile S from the entrance islet.

**Cape Current Narrows**, about 1 mile long, forms the E end of Shuyak Strait. Rocky obstructions in the narrows near the E end greatly reduce the width of the channels on either side of them.

In the middle of the W part of the narrows, general depths are about 8½ fathoms or more. In the E part of the narrows, broken ground with numerous rocks awash extends almost completely across from Cape Current to Shuyak Island. Two narrow channels lead through the broken ground, one about 450 yards NW of Cape Current, and the other about 75 yards off the S shore of Shuyak Island. The former channel has a least found depth of 4½ fathoms; the latter channel has a least found depth of 5½ fathoms. Mariners are advised to seek local knowledge before attempting to make passage through Cape Current Narrows.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	



Table of Selected Chart Notes

Corrected through NM Aug. 21/04  
Corrected through LNM Aug. 03/04

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.512" southward and 7.810" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-526	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.55 MHz

Mercator Projection  
Scale 1:20,000 at Lat. 58°28'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

Mariners are urged to use extreme caution when navigating in the area of Perenosa Bay between Lat. 58°24'30"N to 58°26'00"N and Long. 152°25'45"W to 152°32'W and in the vicinities of Green Island and Neketa Bay between Lat. 58°30'30"N to 58°31'45"N and Long. 152°37'00"W to 152°42'00"W due to possible changes in depths and shoreline as a result of the earthquake of March 27, 1964.

COLREGS, 80.1705 (see not A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rci rotating
B black	Isc isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

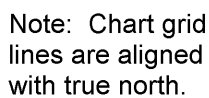
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
.2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

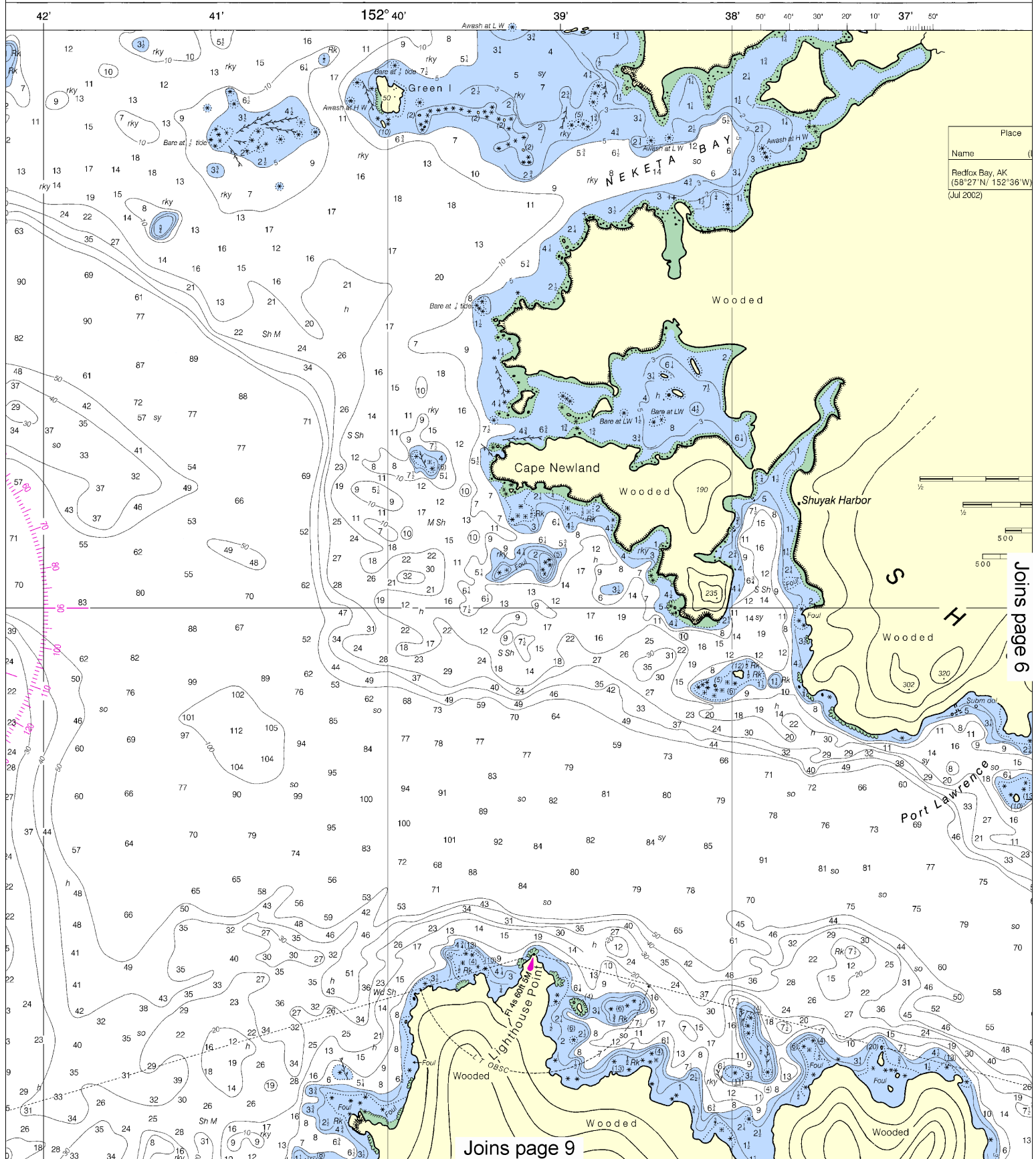
TIDAL INFORMATION

Place  Name  (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Redfox Bay, AK (58°27'N/ 152°36'W) (Jul 2002)	13.7	12.8	1.5	---

4



SCALE 1:20,000  
Nautical Miles



This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:28571. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

37' 50" 36' 35' 34' 33' 32'



UNITED STATES

ALASKA - SOUTH COAST

## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
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## RADAR REFLECTORS

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## WARNING

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Mercator Projection  
Scale 1:20,000 at Lat. 58°28'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOW WATER

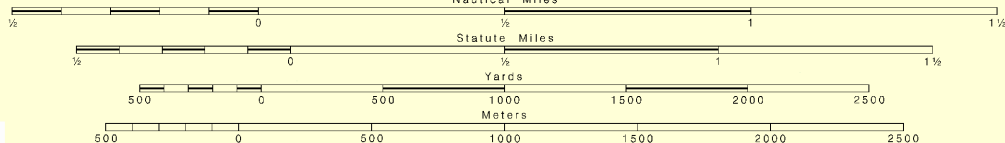
Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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International Regulations for Preventing Collisions at Sea, 1972.  
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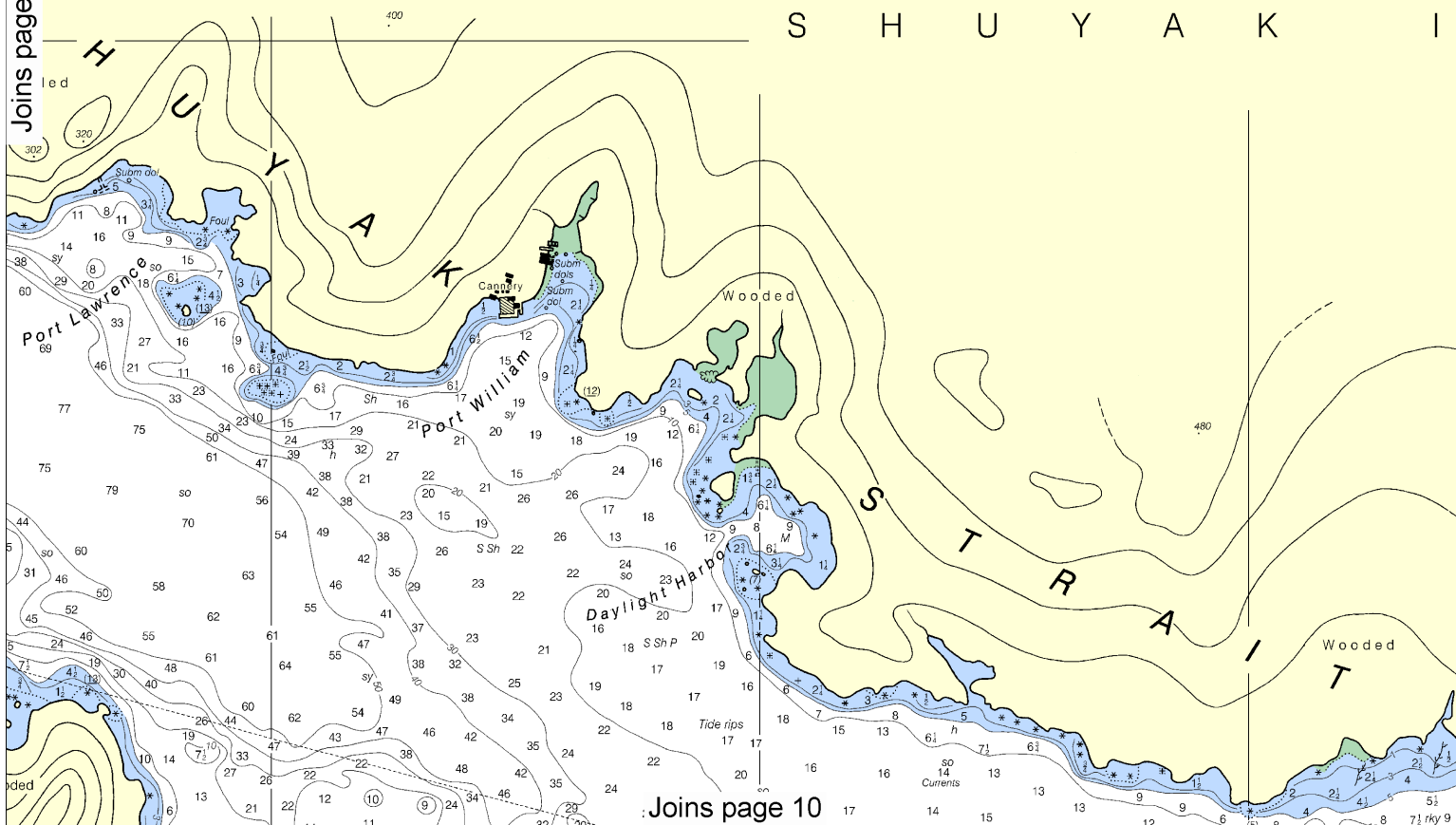
Heavily wooded

SCALE 1:20,000  
Nautical Miles



Rolling hills about 200 to 300 feet

Joins page 5



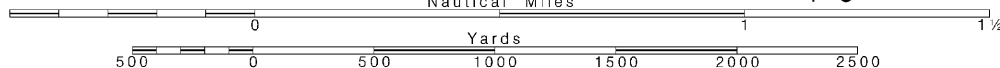
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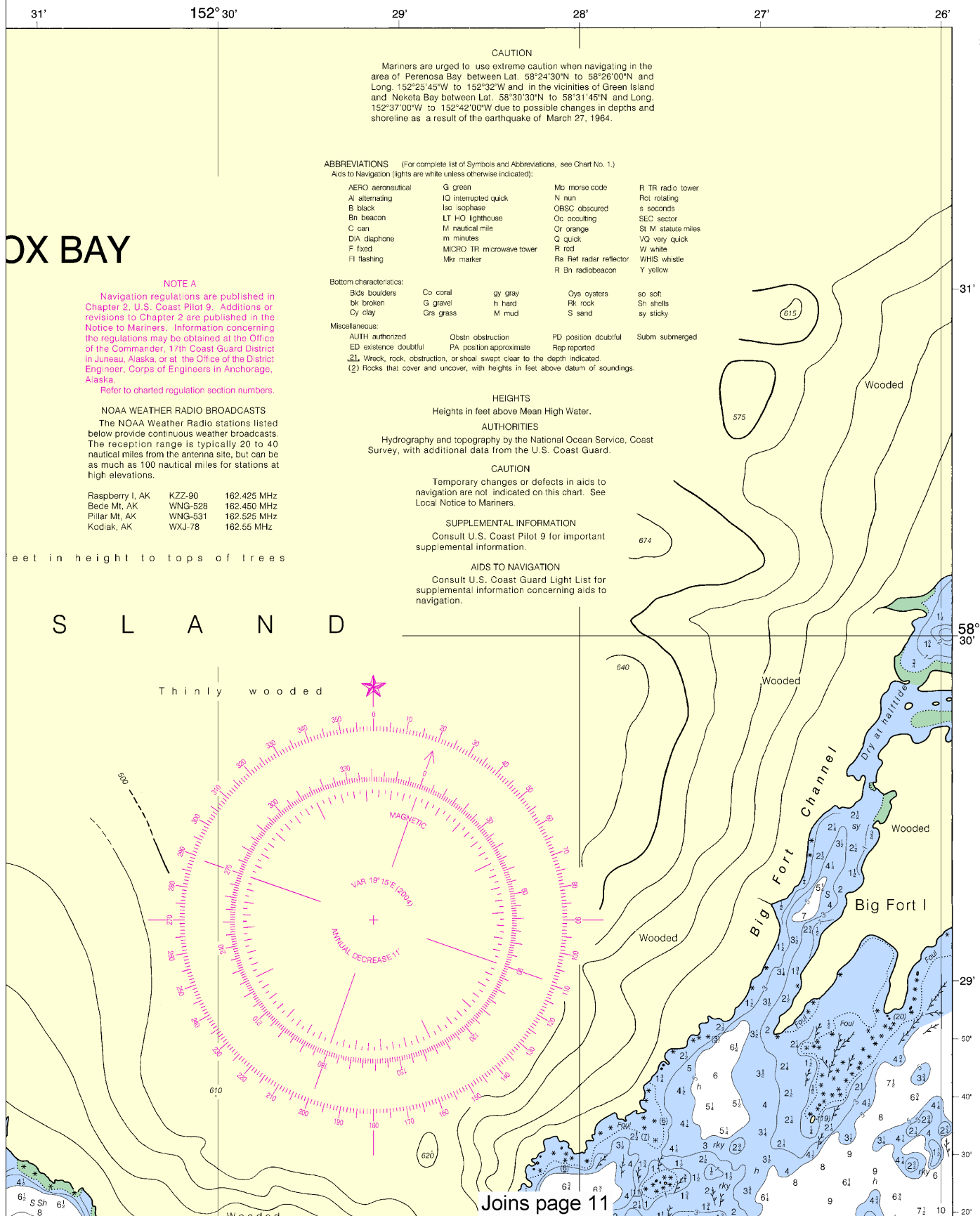
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

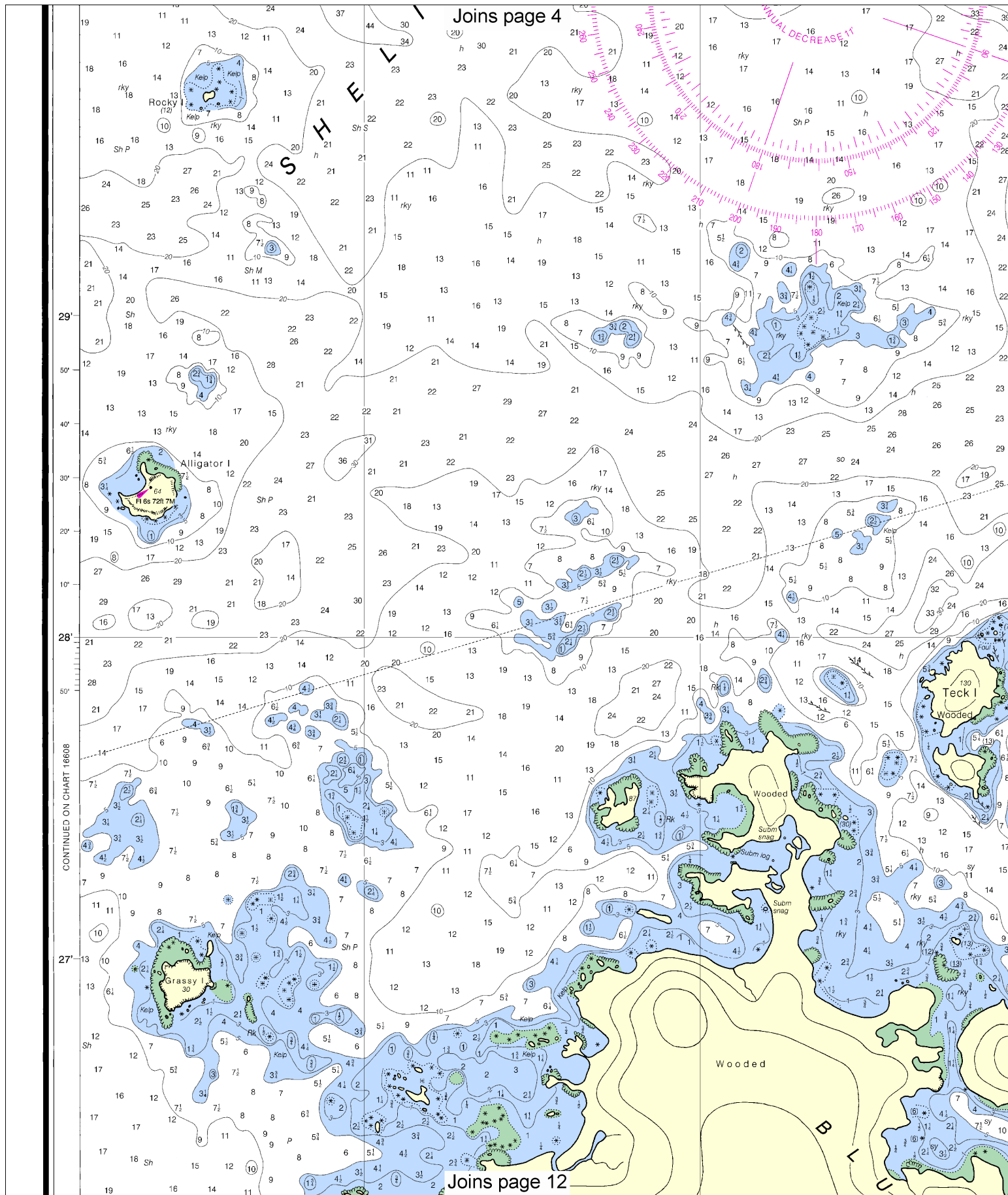
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



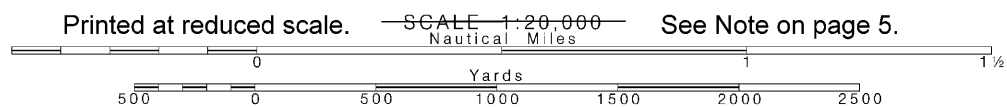




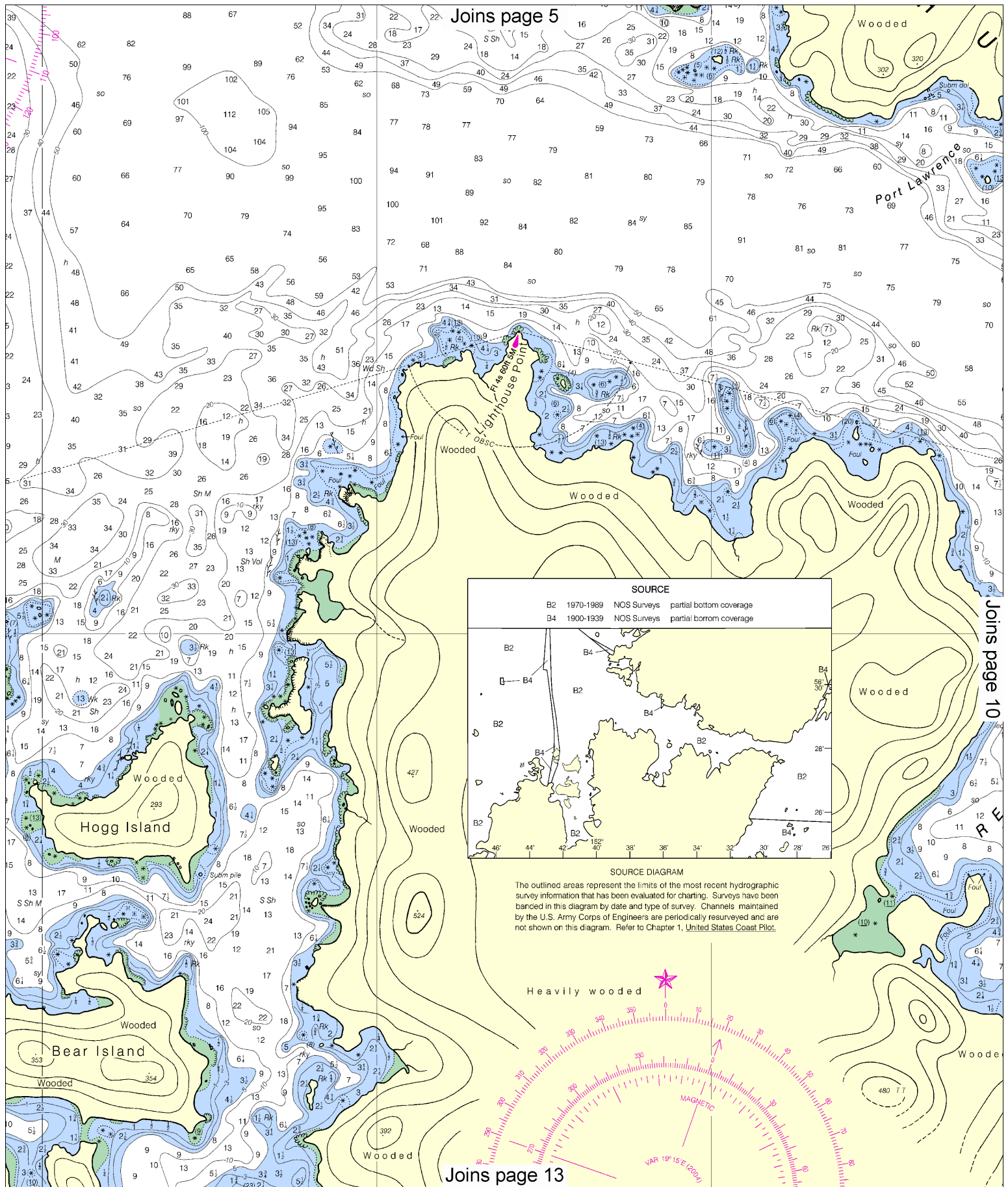


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Note: Chart grid lines are aligned with true north.







Joins page 5

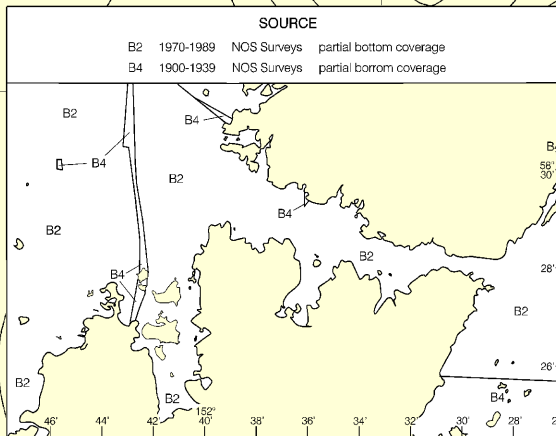
Port Lawrence

Joins page 10

Joins page 13

SOURCE

B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



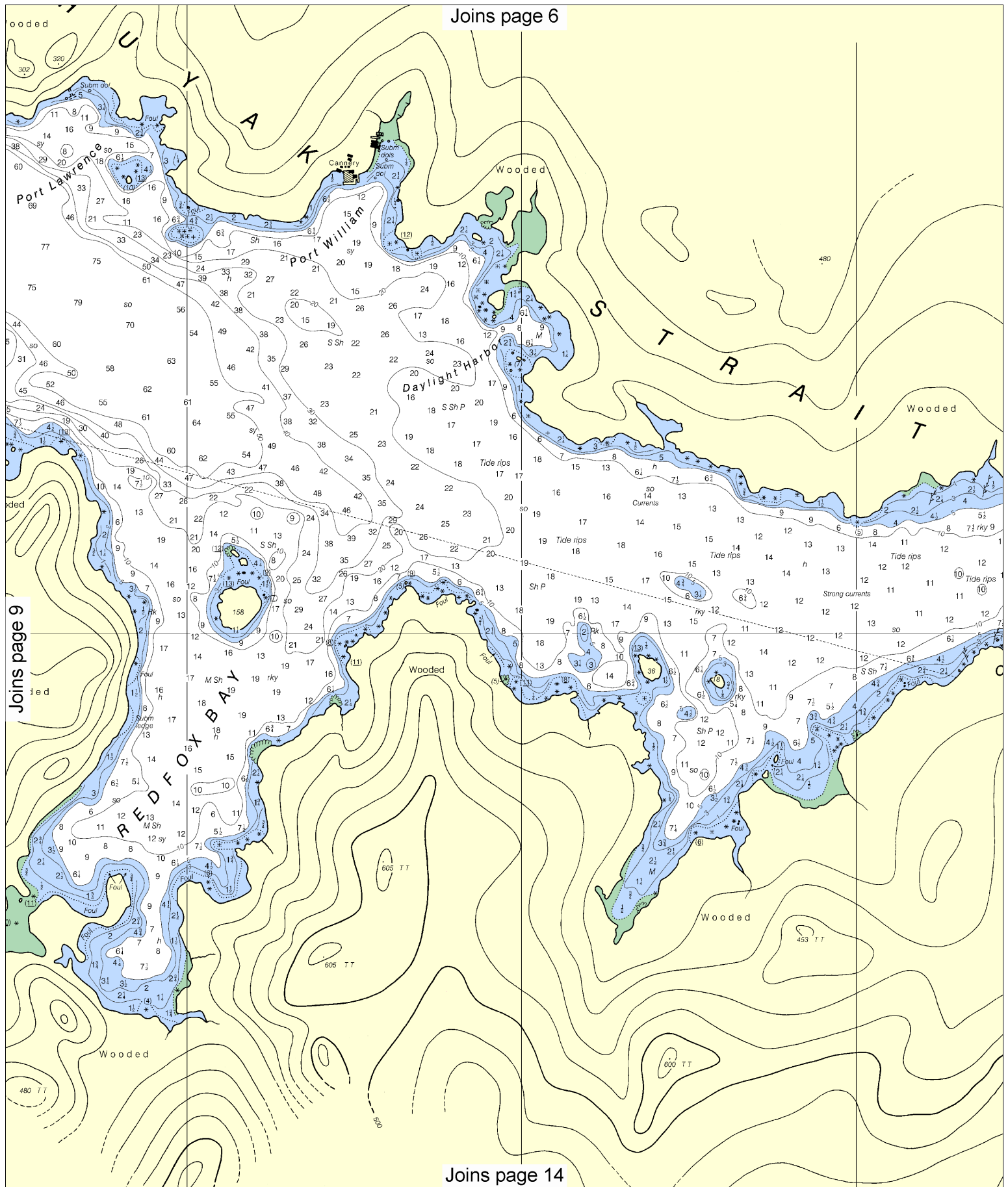
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Heavily wooded

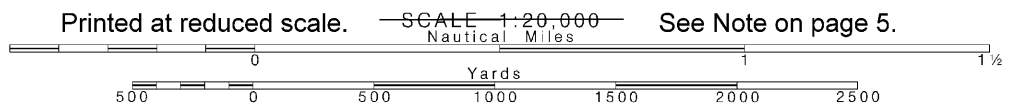
MAGNETIC

VAR 19° 15' E (2004)

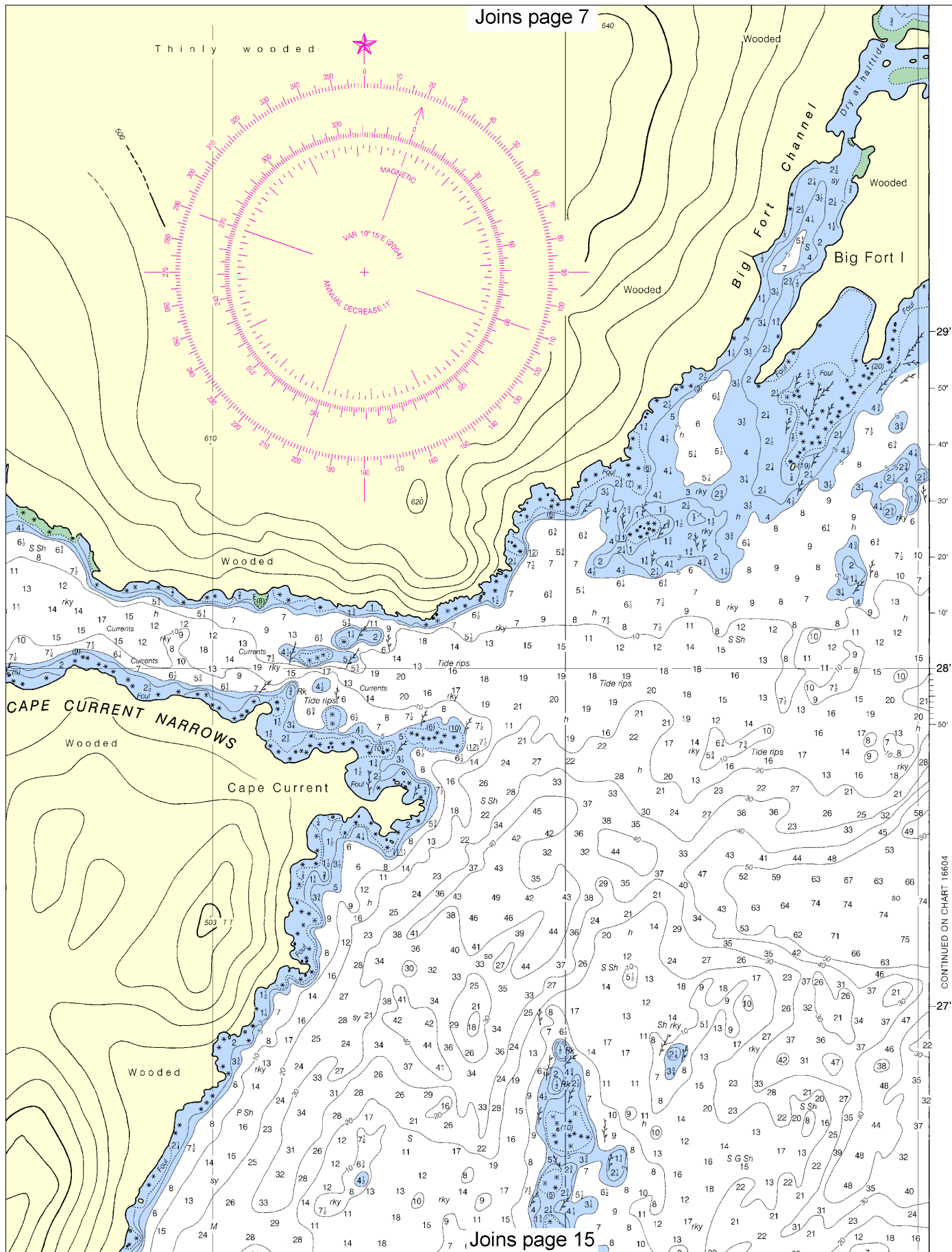


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Note: Chart grid lines are aligned with true north.

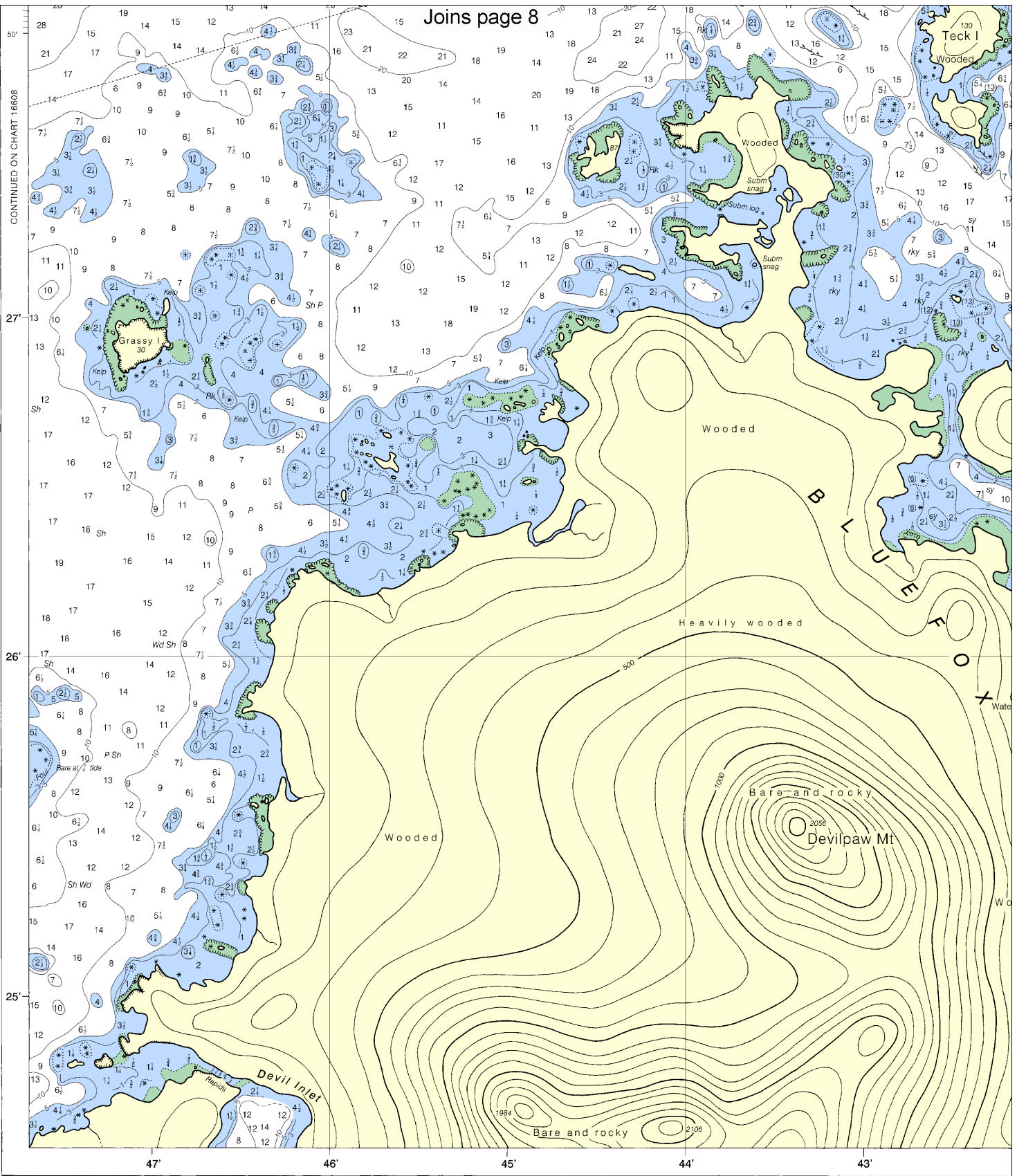


See Note on page 5.





CONTINUED ON CHART 16608



9th Ed., Aug. /04 ■ Corrected through NM Aug. 21/04  
Corrected through LNM Aug. 03/04

16605

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

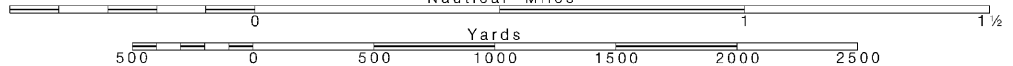
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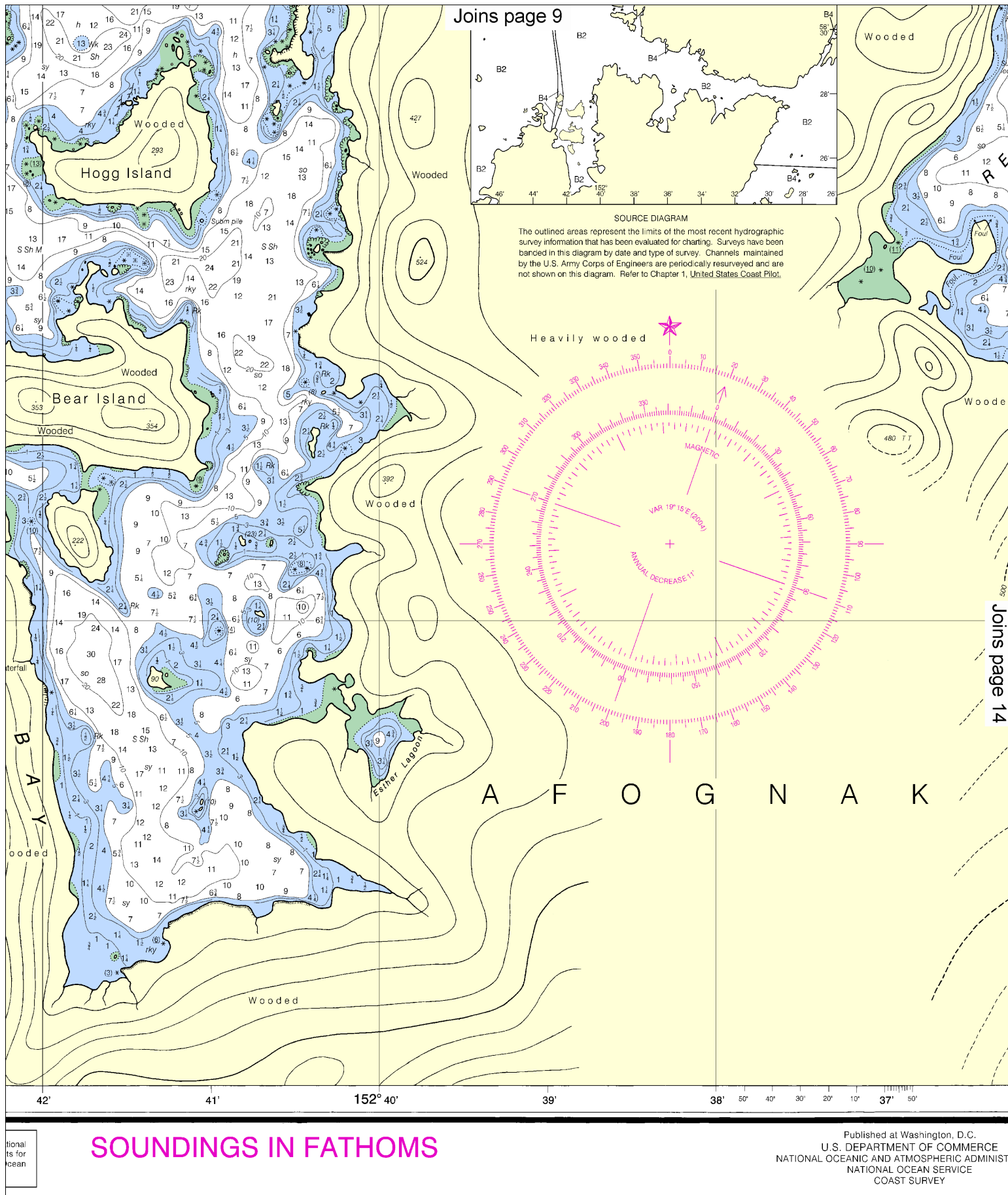
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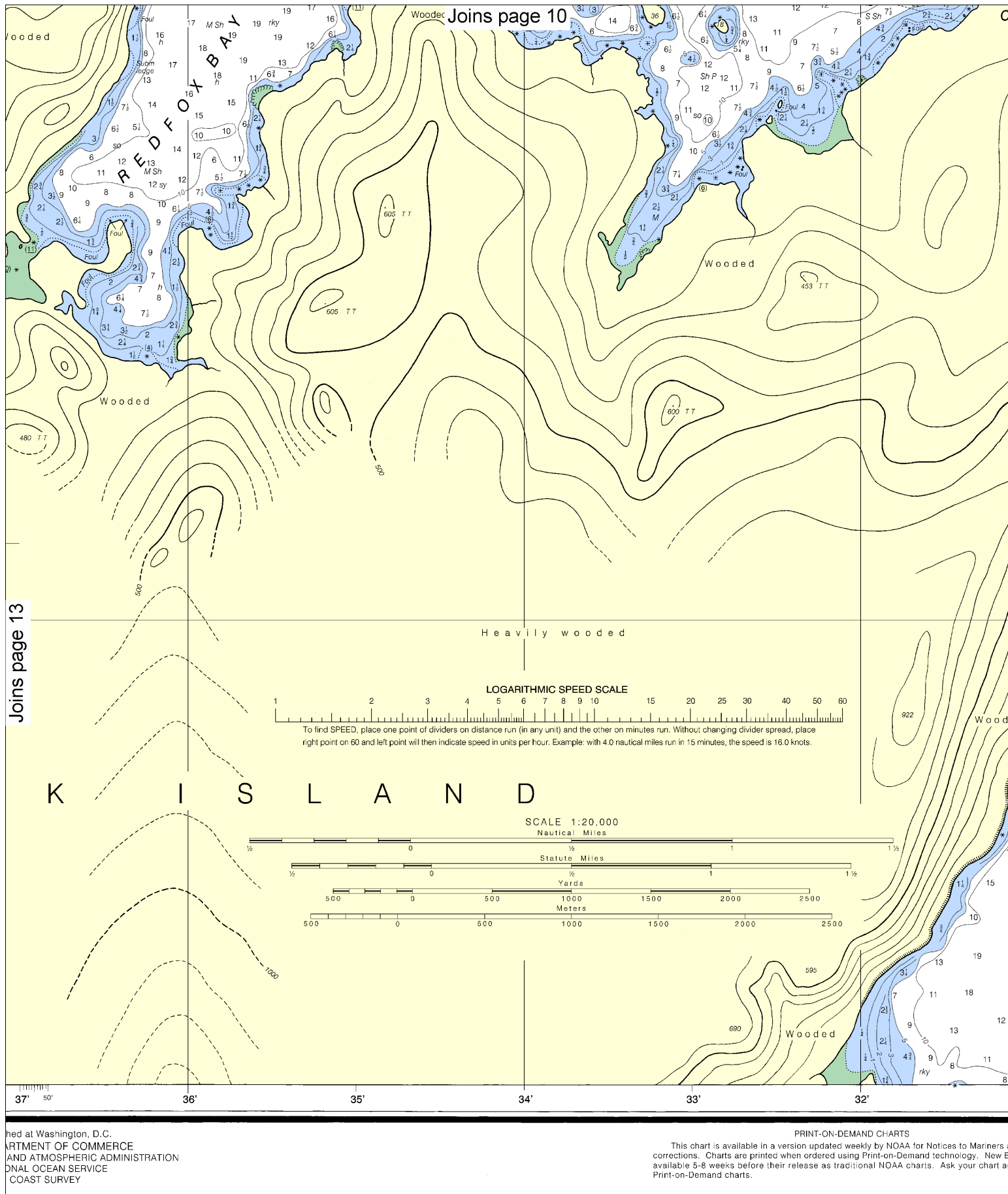
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.





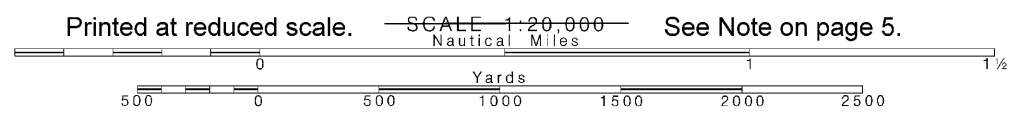


Joins page 13

Joins page 10

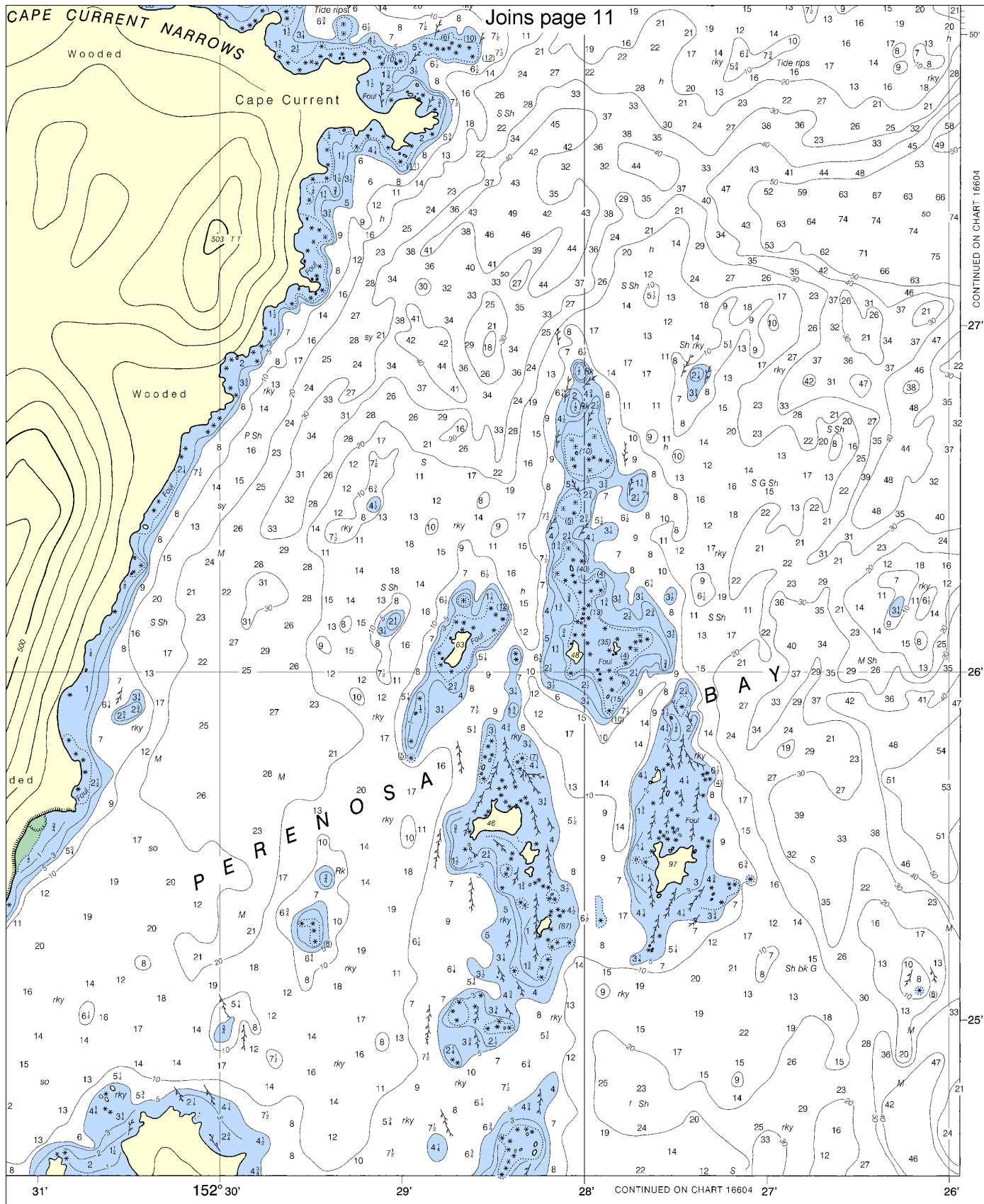
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Note: Chart grid lines are aligned with true north.



See Note on page 5.





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FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Shuyak Strait and Bluefox Bay  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

16605

ED. NO. 9  
NSN 7642014011374  
NGA REFERENCE NO. 16XHA16605



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

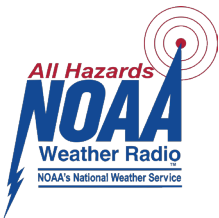
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

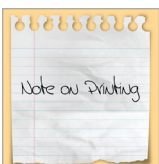
<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker